

**1997-1999 Agency Request Proposal  
for  
Washington State  
Department of Transportation**

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## **Users Guide to the Department of Transportation**

### **Agency Request Proposal Legislative Book**

This document provides information needed to understand and evaluate the Washington State Department of Transportation's 1997-1999 Agency Request Proposal. It is divided into five sections that provide information about the key issues and policies addressed within the proposal. Following are brief descriptions of the information included in each section.

#### **Executive Summary**

The Executive Summary provides an overview of the process used by the Department and Transportation Commission in developing the Agency Request Proposal. The process involved developing a twenty year vision for transportation and then moving to a deliverable six year proposal. A synopsis of the proposed budget investments by transportation modes is included.

#### **Proposal Summaries**

This section displays proposed expenditures and workforce requirements in the Department's program structure.

#### **Program Detail**

Proposed expenditures for each of the Department's programs are shown and described in this section. For each program, expenditure building blocks (or decision packages) are listed and described. The building blocks are added to the Department's Current Law Budget to construct the Department's Agency Request Proposal. Specific project lists or what will be delivered by the Department for the additional investment, termed "deliverables", are also described.

#### **Financing Considerations**

This section describes the need for additional revenue to fund the Agency Request Proposal. Also provided in this section is a menu of revenue options.

#### **Appendices**

Supporting information to the proposal such as the building block menu displaying the addition of decision packages to the Current Law Budget by modal and program components is provided.

## EXECUTIVE SUMMARY

### The Twenty-First Century Challenge

As Washington moves forward into the twenty-first century, transportation will continue to be a major issue for our quality of life and our economy. Some of the transportation challenges that we face are:

**Growing Population:** By 2020, Washington's population will grow another 50% to over 8 million people.

**An Expanding Economy:** Increased jobs, new development, and more domestic and international trade will stretch our existing transportation systems and call for different and innovative approaches to getting people to work, moving freight, and supporting economic development.

**Steady Travel Growth:** Travel is projected to continue its past trend of outpacing population and job growth. This will lead to more highway congestion, which will spread from urban centers into rural areas, crowded airports with increasing flight delays, and communities that will find it much more difficult to balance land use development with adequate transportation.

**Transportation Funding That Won't Keep Up:** Much of the current transportation program is funded by the gas tax. The gas tax is a flat rate users fee that is unable to keep up with the twin demands of inflation and economic growth. Each year that passes sees an erosion of buying power with no capability of reversing the loss of mobility that has already occurred (catch-up). Preserving and operating the current transportation system will take up an increasing share of transportation revenues, leaving little to respond to the growth that is a certain part of our future.

To aggressively meet these twenty-first century transportation challenges, the Washington State Transportation Commission has developed a twenty year plan for all forms of transportation to define needs and lay out a realistic vision for what can be accomplished.

### Washington's Transportation Plan: A twenty year vision

In April, 1996, the Washington State Transportation Commission adopted a long range plan for the Washington transportation system. Key features of this plan are:

- Keeping our existing transportation systems in good operating condition. This includes regular repaving of highways, rehabilitation of ferry terminals and vessels, rebuilding bridges and reinforcing them against earthquakes, and regular replacement of transit buses. Preservation of these existing systems is a major priority in the plan.
- Improving traveler safety. This includes expanded highway safety programs, programs targeted at reducing pedestrian and bicycling crashes, and expanded aviation search and rescue program.
- Expanding mobility choices. There is a sizable commitment to traditional highway system expansion plus the completion of a core high occupancy vehicle (HOV) lane system in the Puget Sound Region. In other modes there is support for the development of regional high capacity transit systems in the

larger urban areas, expanded high speed rail service in the Portland/Seattle, Vancouver B.C. corridor, a new passenger only ferry program, and more state support for rural public transportation.

- Improved freight mobility. Included is support for freight rail mainline capacity expansion such as roadway/rail grade separations and improved port rail connections, expanded programs to preserve freight rail branchlines, targeted highway improvements to support truck freight including all weather haul roads, elimination of barriers on major truck routes, and increased state advocacy activities for waterway improvements.

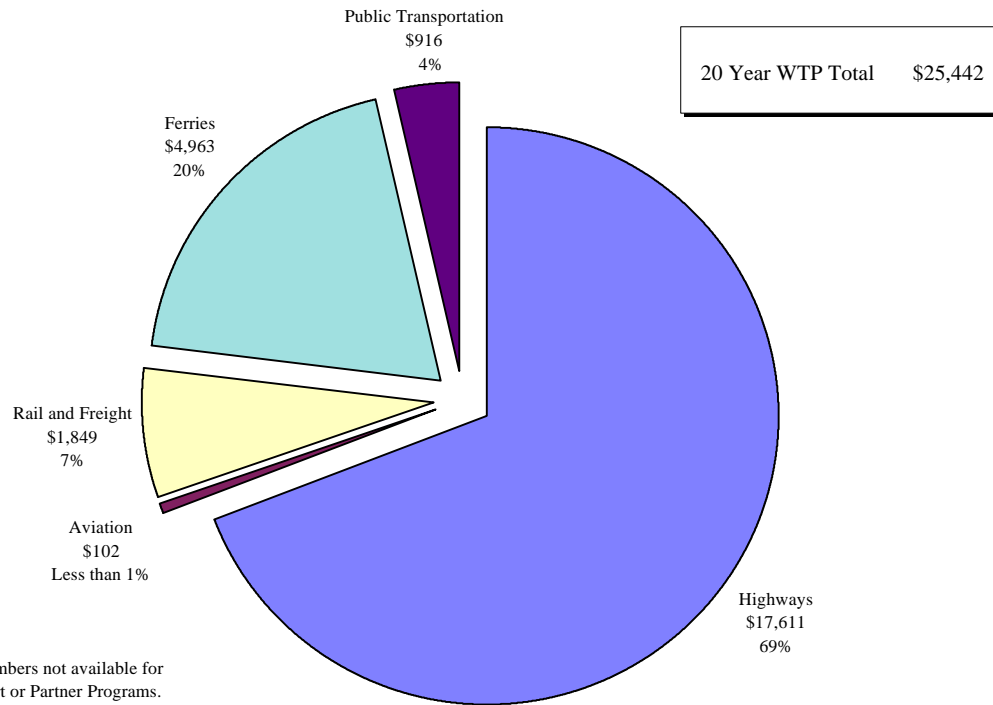
In addition to broadly defining transportation needs across modes and jurisdictions, the twenty year plan also establishes a target funding level which constrains the needs to an achievable level. For traditional transportation programs, such as roadways, public transportation, and the Washington State Ferries, planned expenditure levels are set close to the historical trend of transportation expenditures in the state, reflecting a philosophy that the people of Washington would be willing to support these transportation services and infrastructure to the same magnitude that they have supported them in the past. For new programs, including intercity passenger rail, freight rail, and high capacity transit, the plan assumes a slight increase beyond historical funding trends to pay for these new initiatives.

*Washington's Transportation Plan(1997-2016)*

Modal Summary

20 Year WTP Total WSDOT Share

All Funds -- 1995 Dollars in Millions

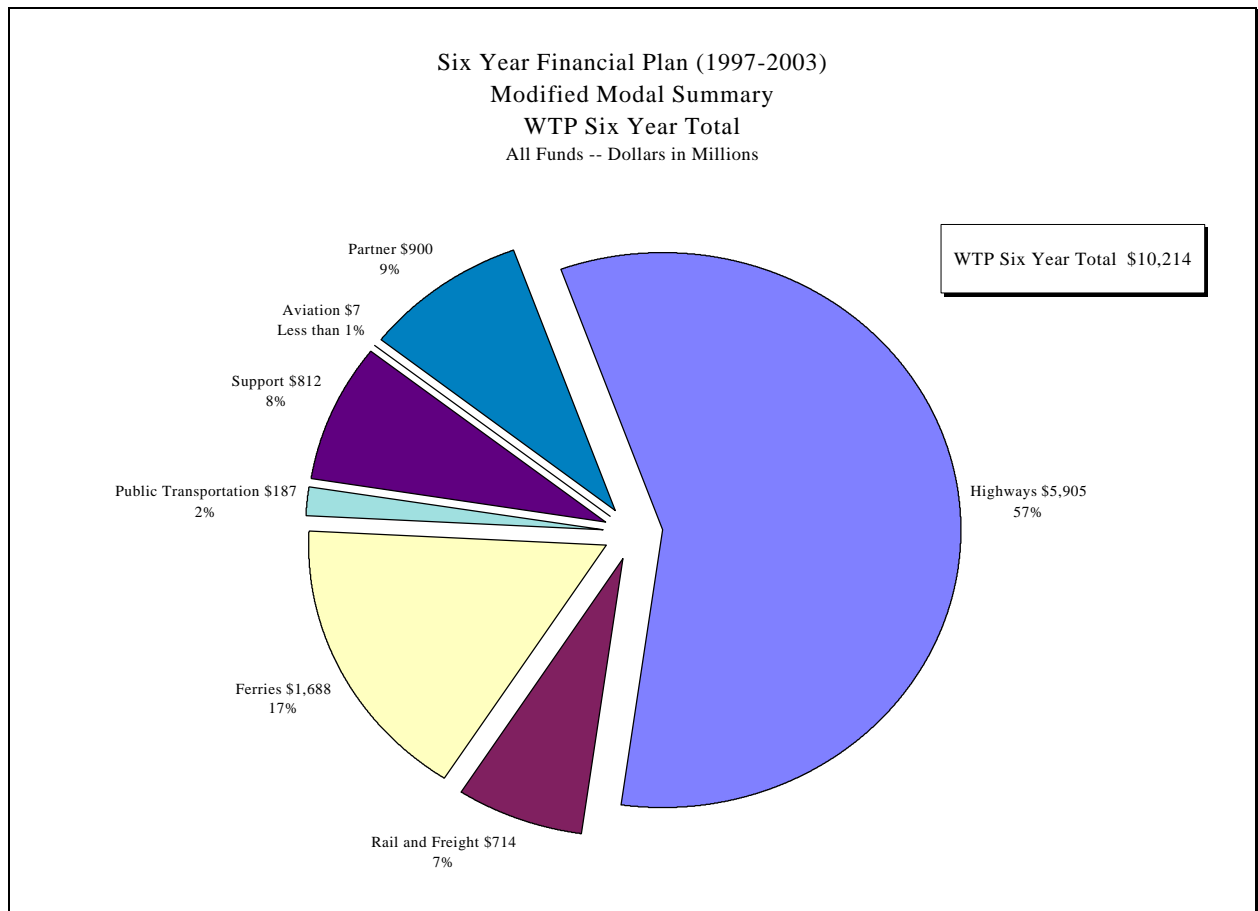


### **Implementing the long range plan: Manageable and deliverable**

While the twenty year plan provides a broad vision for transportation investment in the state, the Transportation Commission recognized the need for a shorter-term, specific action plan which defined the highest priority *state* investments for the next six year implementation period.

To begin the six year plan development, each program within the Department was asked to define a “logical, prudent and deliverable” six year plan level which would begin implementation of the twenty year plan. Setting these levels was much more complex than just taking 6/20 of the twenty year plan totals and subsequently, deliverability became a main determinant of the recommended program level. For example, completing the HOV core lane system in the Puget Sound region was proposed at a high six year plan level given the availability of project designs that could be rapidly advanced to construction if adequate revenue was available. In other programs areas, especially the newer areas such as freight rail, much more work in design is needed over the first six years, resulting in lower six year program totals.

The following chart depicts the “logical, prudent and deliverable” six year plan in modal format that formed the basis for Transportation Commission discussion. It is recognizable that highways have a larger than usual share of the pie while most modes have less due to the reasons stated above. Ferries is on a plan that increases service levels for several years.



### **The Commission's Agency Request Proposal: Reflecting limited finances**

When the Transportation Commission reviewed the “logical, prudent and deliverable” six year plan, they determined that it was a good place to start and that using building blocks (decision packages) was a good approach to linking different funding levels with specific deliverables. However, the Transportation Commission expressed that while the plan was deliverable from an agency perspective, it needed to be further constrained given the amount of additional revenue needed to fund the full six year plan. Therefore, the Commission began a thorough review of all six year plan building blocks, constructing their own proposal which embodied the most critical program deliverables at levels that were realistic.

The result of the Transportation Commission review is this proposed Agency Request Proposal depicted in the chart on the following page. While the Program Detail section of this book contains detailed program information, key features are:

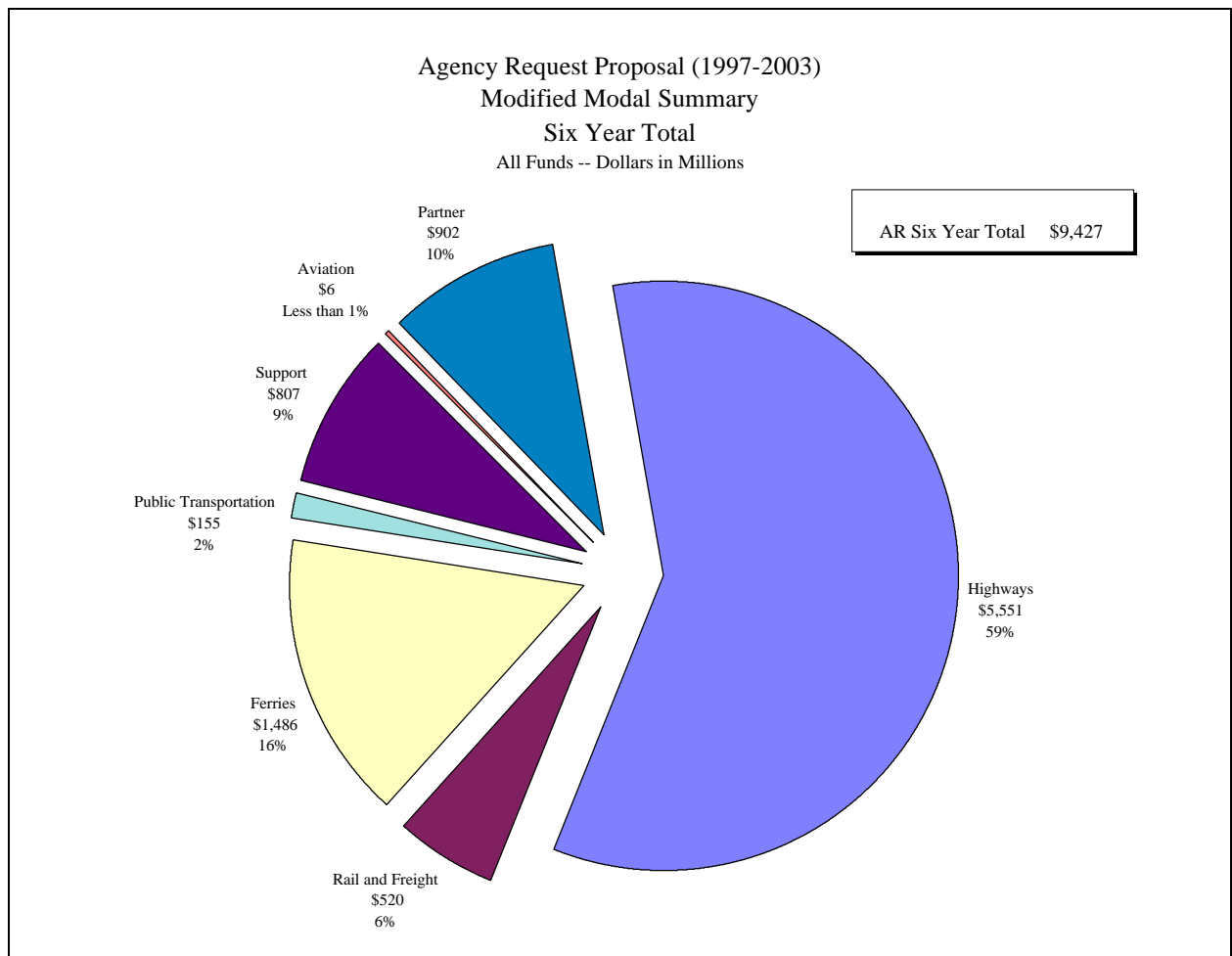
1. Reinforcing a primary commitment to system **preservation, operation, and safety**.
2. Expanding investment in **mobility options** to begin to offset the growing congestion that is sapping our economic vitality and quality of life. These mobility options include:
  - accelerating completion of the core Puget Sound HOV lane system with all projects started within ten years,
  - expanding the passenger-only ferry program,
  - investing in track improvements and train set purchases to make train travel between Seattle and Portland competitive with the automobile, and
  - expanding highway capacity statewide at key chokepoints to keep freight and people moving.
3. Providing targeted investments in **freight mobility** to keep Washington competitive in the global marketplace. Freight mobility investments include:
  - roadway/railroad grade separations in the most congested corridors,
  - improving rail and highway access to marine ports,
  - removing barriers to truck freight movement such as low bridges and freeze-thaw closures of haul roads, and
  - supporting more efficient border crossings with Canada.

Due to the multiple, interlocking modes that must be addressed in freight mobility problem solving, the Commission and the Department are requesting that the legislature and the Governor address all freight mobility proposals as a single policy option. Major considerations for evaluating additional investments should focus on the improvement to the state's economic health. Is the impact on freight movement, jobs, job creation and new investment significant? Are the increasing problems of port access, delivery of freight goods, and maintenance of our international trade position adequately addressed? We would like to be partners in policy deliberations regarding further investment in this area.

4. Increasing the state's **ability to partner** with local governments, developers, ports, transit agencies, and other transportation providers by providing transportation projects needed for a strong economy. This proposal will help the Department leverage limited state funding to effectively partner with others in the areas of freight mobility, rural public transportation, local development mitigation, among others.
5. Holding the line on agency program delivery costs. Agency operating costs, sometimes called overhead, are a necessary part of doing business. However, the Transportation Commission has taken seriously public calls for increased efficiency in government agencies. While this agency request proposes



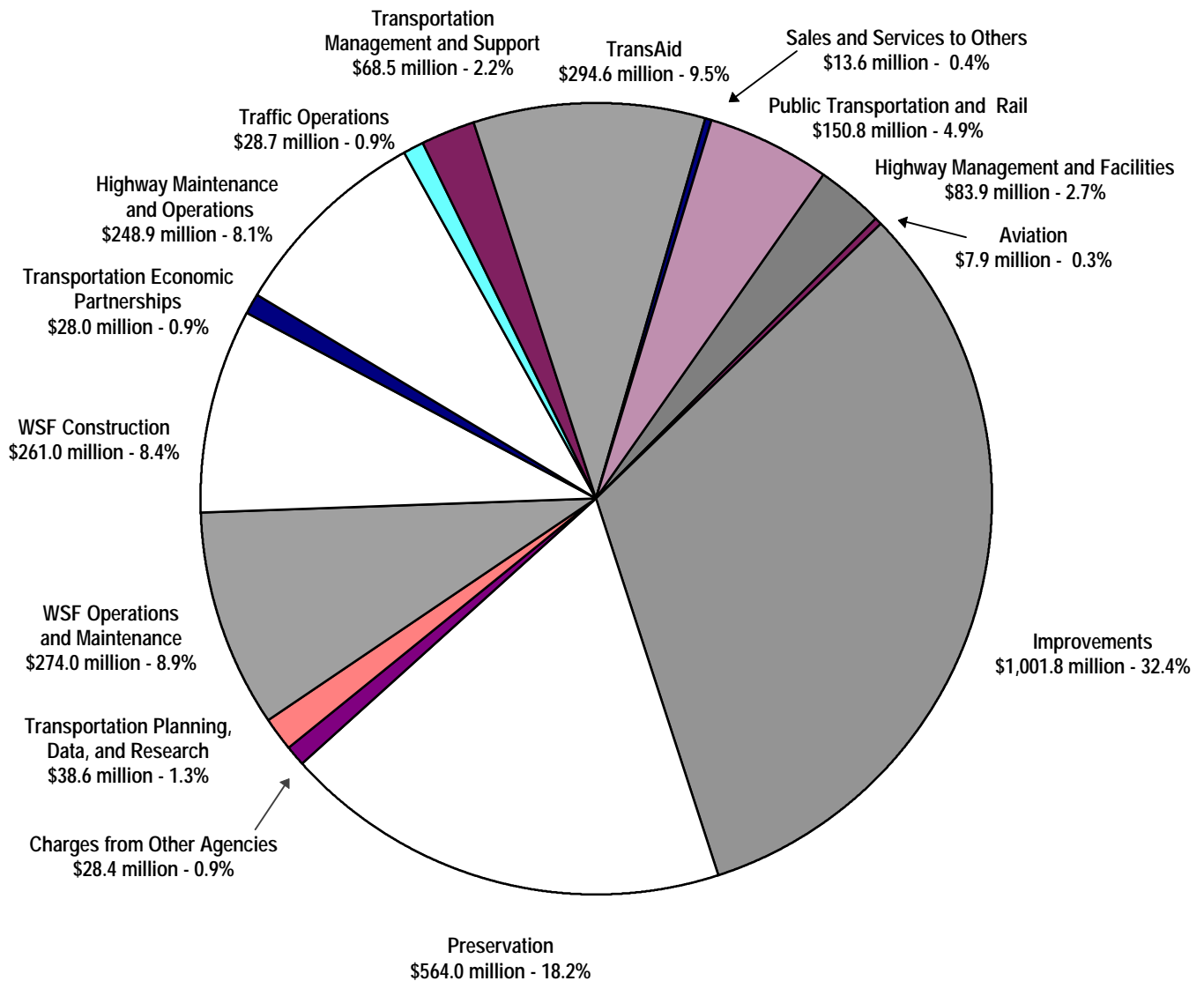
increasing the level of real deliverables, in new facilities and services, the proposal holds the line on agency support operations, which will only increase by six percent compared to the proposed twenty-eight percent add to the Department's other programs. Further, agency support operation increases are linked directly to the ability to deliver the program, or to investments which will increase the efficiency of agency operations in the future.



## Agency Request Proposal Summaries by Program

The 1997-99 Agency Request Proposal is displayed below in Department program structure showing both dollars and percentage of the total.

### 1997-99 Agency Request Proposal \$3.1 Billion



The Agency Request (AR) and Six Year Program proposal is displayed on the following two pages by the Department's program structure. Workforce necessary to implement the proposal is also displayed.

### 1997-99 Agency Request Proposal

All Fund Sources, Millions of Dollars

<b>WSDOT Programs</b>	<b>Authorized Budget 1995-97</b>	<b>Agency Request 1997-99</b>	<b>FTEs 1995-97</b>	<b>AR FTEs 1997-99</b>
D Highway Management and Facilities	\$ 69.3	\$ 83.9	211.3	223.7
F Aviation	5.9	7.9	9.9	17.9
I Improvements (Highways)	904.3	1,001.8	1,206.5	1,730.0
K Transportation Economic Partnerships	16.6	28.0	12.5	14.5
M Highway Maintenance and Operations	250.7	248.9	1,362.1	1,506.1
P Preservation (Highways)	458.7	564.0	1,020.6	1,101.0
Q Traffic Operations	22.4	28.7	152.4	181.4
R Sales and Services to Others	11.2	13.6	30.0	35.0
S Transportation Management and Support	60.8	68.5	297.5	300.7
T Transportation Planning, Data, and Research	32.9	38.6	150.5	165.7
U Charges from Other Agencies	22.1	28.4	-	-
W WSF Construction	268.9	261.0	114.9	120.9
X WSF Operations and Maintenance	250.5	274.0	1,483.5	1,617.7
Y Public Transportation and Rail	62.9	150.8	36.2	90.6
Z TransAid	226.1	294.6	103.0	91.5
<b>Total All Programs</b>	<b>\$ 2,663.2</b>	<b>\$ 3,092.7</b>	<b>6,598.4</b>	<b>7,638.2</b>
E Transportation Equipment Fund*	\$ 128.2	\$ 157.6	407.5	441.5

Totals may not add due to rounding.

\* The dollars in Program E are non-additive; they are already included in the other programs. The FTEs, however, are additive and are included in the total of all programs.

The Authorized Budget is equal to the 1995-97 appropriation levels plus any unanticipated receipts and non-appropriated funds, as of September 6, 1996, adjusted for program structure changes. Reserves for 1997-99 estimated salary increases have been made in the fund balances but are not reflected in the program amounts above.

**1997-99 Agency Request Proposal and Six Year Program**  
**All Fund Sources, Millions of Dollars**

<b>WSDOT Programs</b>	<b>Authorized Budget 1995-97</b>	<b>Agency Request 1997-99</b>	<b>1999-01</b>	<b>2001-03</b>	<b>Six Year Total</b>
D Highway Management and Facilities	\$ 69.3	\$ 83.9	\$ 82.8	\$ 89.4	\$ 256.1
F Aviation	5.9	7.9	8.3	8.9	25.1
I Improvements (Highways)	904.3	1,001.8	956.3	937.3	2,895.4
K Transportation Economic Partnerships	16.6	28.0	14.6	15.6	58.2
M Highway Maintenance and Operations	250.7	248.9	278.4	312.0	839.3
P Preservation (Highways)	458.7	564.0	584.0	615.0	1,763.0
Q Traffic Operations	22.4	28.7	36.7	45.5	110.9
R Sales and Services to Others	11.2	13.6	14.4	15.3	43.3
S Transportation Management and Support	60.8	68.5	72.9	77.7	219.1
T Transportation Planning, Data, and Research	32.9	38.6	40.7	43.1	122.4
U Charges from Other Agencies	22.1	28.4	30.2	32.2	90.7
W WSF Construction	268.9	261.0	192.0	160.5	613.5
X WSF Operations and Maintenance	250.5	274.0	312.0	346.1	932.2
Y Public Transportation and Rail	62.9	150.8	228.8	261.5	641.1
Z TransAid	226.1	294.6	283.5	239.0	817.1
<b>Total All Programs</b>	<b>\$ 2,663.2</b>	<b>\$ 3,092.7</b>	<b>\$ 3,135.6</b>	<b>\$ 3,199.1</b>	<b>\$ 9,427.4</b>
E Transportation Equipment Fund*	\$ 128.2	\$ 157.6	\$ 165.5	\$ 176.5	\$ 499.6

Totals may not add due to rounding.

\* The dollars in Program E are non-additive; they are already included in the other programs.

The Authorized Budget is equal to the 1995-97 appropriation levels plus any unanticipated receipts and non-appropriated funds, as of September 6, 1996, adjusted for program structure changes. Reserves for estimated salary increases have been made in the fund balances for the six year Agency Request Proposal but are not reflected in the program amounts above.

# Program Detail

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## Highway Management and Facilities - Program D

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$78.6	\$74.0	\$79.0	\$231.6
Region Support Service Complexes	5.2	7.8	8.4	21.4
Phased Replacements				
Operation and Maintenance of Net		1.0	2.0	3.0
Building Additions				
Total Program	\$83.9	\$82.8	\$89.4	\$256.1

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Region Support Service Complexes Phased Replacements (Subprogram D3)

Funding for Capital Plant Construction would be increased to implement the phased replacement of the Department's regional support service complexes. Most of the regional complexes were constructed in the 1930's, with only limited upgrades and expansions since then. Many of the buildings at these complexes are functionally inadequate, inefficient to operate and maintain, do not meet current regulatory codes, and are below standards for space utilization and efficiency. The Department's Current Law Budget proposal would provide adequate funding for replacements of the Department's maintenance facilities, but not to begin addressing regional complex replacement needs.

The regional complex replacements would be staged over a multiple biennia period. The Department has identified projects to be undertaken and prioritized them for completion based on an analysis of physical and functional conditions.

The Department is requesting a bond authorization as the primary option to provide the funding for replacement of the regional complexes. Debt service on the bonds and bond issue costs would be funded by revenues earned by the Capital Facilities program from rentals and sales of property owned by the Department.

#### **Operation and Maintenance of Net Building Additions (Subprogram D4)**

In each biennium, replacements and upgrades of existing Department facilities result in net additions to the building square footage operated and maintained by the Capital Facilities program. These additions are required to bring facility space up to current requirements for housing personnel and equipment. Operation and maintenance of square footage added in the 1995-97 and 1997-99 biennia are funded in the 1997-99 Current Law Budget. The additional funding over the remainder of the six year period will be needed to support space added in the following two biennia.

#### **Project Lists/Deliverables**

##### **Region Support Service Complexes Phased Replacements**

A 20 year prioritized and phased replacement plan has been developed based on analyses of physical and functional conditions. The specific projects planned for the six year period from 1997 to 2003 include:

**Thurston County Joint Transportation Agency Light Industrial Site Acquisition** - A unique window of opportunity exists to co-locate with the Washington State Patrol as they acquire a replacement site for their current Martin Way complex. The WSDOT acquisition would provide a replacement site for the current 1930's era Olympic Region Complex, which is undersized for the Department's operations and incompatible with surrounding land use and the city's comprehensive plan. The site will also accommodate Olympia Service Center functions such as replacement of the antiquated Transportation Data Office, leased Permits Administration office and specific Materials Laboratory functions.

**Phase 1 and 2 Thurston County Joint Transportation Agency Light Industrial Site Development** - Master site infrastructure development, design and construction of new Olympic Region Vehicle maintenance shop, and design and construction of Transportation Data Office, Statewide Materials Laboratory drill crew, and Permits Administration Facilities.

**Phase 3 Thurston County Joint Transportation Agency Light Industrial Development** - Begin design and construction of region wide crew, materials laboratory, and region supply facilities. Completion of this phase will allow for surplusing of a large portion of the existing Capitol Way Olympic Region Property.

**Vancouver Maintenance Complex Site Acquisition** - Site acquisition to support phased relocation of maintenance functions from current urban region complex location to north Vancouver locale. The current region complex site is 1930's vintage and poorly located for heavy equipment and maintenance operations due to surrounding

residential land use and proximity to the City of Vancouver water well system. It will remain suitable for administrative and project engineer office functions.

**Phase 1 and 2 Vancouver Maintenance Complex Site Development** - Master site infrastructure development, design and construction of region wide crew, materials lab and region supply facilities.

### **Operation and Maintenance of Net Building Additions**

The Department will continue to add facilities inventory to house existing personnel and equipment. The facilities being replaced were adequate to meet space requirements when they were originally constructed 40-50 years ago. However, because of increases in the Department's workload, workforce and equipment fleet, larger facilities are now required to effectively deliver today's highway construction and maintenance programs. As the capital construction program (D3) is implemented, square foot additions will be quantified, and corresponding operating funds requested.



## Transportation Equipment Fund - Program E

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget (not appropriated to TEF)	\$152.1	\$159.6	\$170.3	\$482.0
Expansion of GIS Technology	2.1	2.2	2.3	6.6
Systems Development Projects	2.6	2.8	2.9	8.3
IT Research and Development	.2	.3	.3	.8
NW Region Network Servers	.5	.5	.6	1.6
Workstations for New FTEs	.1	.1	.1	.3
Total Program (not appropriated to TEF)	\$157.6	\$165.5	\$176.5	\$499.6

Totals may not add due to rounding.

The Department of Transportation maintains two support organizations to meet its needs for equipment and information technology services. These organizations are operated through the Transportation Equipment Fund (TEF), a proprietary fund, and charge rates for their services to recover the full costs of their operations. As proprietary fund organizations, the budget is allotted but not appropriated. The two organizations are Operations TEF and Management Information Services (MIS). Both organizations have a board of directors with representatives from throughout the Department to establish agency policy, direction, and priorities.

### Policy Items Requiring New Revenue

The TEF expenditure plan was developed to support the Agency Request Proposal requirements of the Department's programs. Funding to support the increased level of service provided by MIS has been requested in the appropriate Department programs. Following are descriptions of the services or products that MIS will provide to the Department if the appropriate funding is received in the requesting programs.

### Expansion of GIS Technology

MIS will provide for continued adoption of Geographic Information Systems (GIS) within the Department by providing for equipment, technical consulting, training and linking of databases throughout the regions. The expansion of GIS will promote efficient use of data through common GIS base maps and sharing of GIS map data to avoid duplication of effort. GIS offers vast potential to improve the quality of transportation planning and decision making. More information is provided in the program detail section for Transportation Management and Support (Program S).

**Systems Development Projects**

MIS will provide for maintenance and enhancement of existing major software programs to assure compliance with state law, financial practices or the Department's operating procedures. In theory, the funding requested would be sufficient to replace systems in 16 years. Systems need to be modified or replaced depending on business changes and their useful life. Typically after two to three years, evolving business needs require systems changes. Systems are redeveloped when it is no longer cost effective to make piecemeal changes and when funding is available. A list of prioritized projects has been developed and recommended for funding by the Department's information technology committee and is displayed in the program detail section for Transportation Management and Support (Program S).

**IT Research and Development**

MIS will research and develop emerging information systems technology in support of agency wide programs. The research will establish how to best utilize new technology effectively in the Department. The end result will be maximizing the Department's investments in appropriate new technologies and better business solutions.

**Northwest Region Network Servers**

Fifteen of the region's twenty-one network servers are obsolete and would be replaced. The unreliability of these devices is causing network failures that interrupt, stop and destroy work in progress.

**Workstations for New FTEs**

MIS will acquire computer workstations in support of the Department's other program requests.

**Aviation - Program F**  
**Program Summary**  
Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$4.1	\$4.3	\$4.6	\$13.0
Expanded Aviation Services	.3	.3	.4	1.0
Expanded Aviation Program Support	.4	.4	.4	1.1
Expanded Airport Asst. Grants Program	2.1	2.2	2.4	6.6
Expanded State Operated Airport Program	.5	.5	.5	1.5
Enhanced Search & Rescue, Safety, & Education	.4	.4	.5	1.3
Expanded Aviation Planning, Advocacy & Encroachment Program	.2	.2	.2	.6
<b>Total Program</b>	<b>\$7.9</b>	<b>\$8.3</b>	<b>\$8.9</b>	<b>\$25.1</b>

Totals may not add due to rounding.

**Policy Items Requiring New Revenue**

**Expanded Aviation Services (Subprogram F1)**

These funds will expand Aviation services to include the following: an expansion of tasks providing oversight of all state government aviation activities; an enhancement of the enforcement program for the Aeronautics laws and aircraft and pilot registration statutes; increased and improved technical assistance and information to local governments affected by aviation who do not sponsor an airport, to other government agencies, and to the general public; a return to annual safety inspections; and an enhancement of aviation hazard identification, evaluation, and prescribing marking requirements involving tall structures.

**Expanded Aviation Program Support (Subprogram F1)**

These funds will expand the support to meet increased demands placed on the Aviation Division.

**Expanded Airport Assistance Grants Program (Subprogram F2)**

These funds will increase the airport assistance grants to a level necessary to provide half the required investment protection for the local community public-use airports in Washington State.

**Expanded State Operated Airport Program (Subprogram F3)**

These funds will protect the capacity and infrastructure for the 17 state owned or operated airports. These airports provide emergency landing sites along the major visual flight routes across the state. The airports are experiencing increased recreational traffic and some are becoming increasingly supportive of local communities.

**Enhanced Search and Rescue, Safety, and Education (Subprogram F4)**

These funds will provide the following: an emergency response education program; a continuing education program for the volunteer Search and Rescue force; an education system to effectively communicate safety and accident prevention information to all pilots in the state; and a disaster response education program, including continuing education, for providing airborne disaster relief during natural and man-made disasters.

**Expanded Aviation Planning, Advocacy & Encroachment Program (Subprogram F5)**

These funds will provide expansion of the existing Aviation Planning role to include advocacy to all public use airports in Washington, and to expand the encroachment program as specified in SB 6422.

## **Project Lists/Deliverables**

### **Expanded Aviation Services and Expanded Aviation Program Support**

Approved funding will enable the program to deliver the following activities:

- This funding would provide a program for oversight of all state government aviation activities to effectively accomplish the tasks outlined in the Office of Financial Management directive A96-04 and the Report of the House Subcommittee on State Aircraft, submitted to the Legislature January 11, 1996.
- An enforcement program would be provided by this funding to ensure adequate enforcement of Aircraft Registration, Pilot Registration, and the provisions of 47.68 RCW. The program will be coordinated with the Washington State Patrol, Department of Licensing, Department of Revenue, and county sheriffs.
- The program would be able to complete annual airport inspections of all public use airports in the state for use in the Federal Aviation Administration Airport Facilities Directory and provide safety information for the owners and managers. Currently, only about one third of the airport inspections are accomplished in a year.
- This funding would support an increased effort to identify tall structures that may constitute hazards to aerial operations and development of improved hazardous structure marking and lighting requirements.
- The program would be able to provide increased aviation technical assistance and information for local governments not possessing an airport, other governmental agencies, and for the general public. Currently there is little ability to provide the needed level of information and assistance.
- Additional workforce to support the request include two clerk typists, one fiscal technician, and one administrative specialist.

### **Expanded Airport Assistance Grants Program**

Funding for this request will double the existing expenditure for grants to local community public-use airports for protection of capacity and infrastructure. The primary thrust of the program is to provide funds to preserve runways, ramps, taxiways, lighting systems, navigational aids, information systems, and other infrastructure. Grants are provided at the request of the community for its project when it has a small funding match available and the timing coincides with its airport development plan. The decision package includes 1 FTE to ensure the funds are responsibly expended.

### **Expanded State Operated Airport Program**

The program would enhance preservation activities on the 17 state owned or operated airports. Current budgets provide for only minimum maintenance. The airports require such activities as crack sealing, resurfacing, hangar renovation, lighting system installation or replacement, visual aid system installation or replacement, and obstruction removal. The requested level will quadruple the existing effort and one FTE is included to provide maintenance expertise in the care of these state resources.

### **Enhanced Search & Rescue, Safety, & Education**

Several benefits will be derived by funding this request, including:

- Increased training for Search and Rescue volunteers to include at least two additional initial training classes; a continuing education system with classes for the 500 volunteers already trained, the number and size of the classes to be determined as the program is developed; and a system of at least two major practice Search and Rescue operations and system evaluations per biennium.
- Development and implementation of a system of classes for personnel and aircraft responding to natural and man-made disasters. The system will include initial classes for responders, continuing education, and practice and evaluation missions.
- Equipment purchases and an ongoing maintenance and replacement system for Search and Rescue equipment (such as radio direction finders, survival equipment for Division personnel and aircraft responding to emergencies, global positioning equipment, search management equipment, etc.).
- An improved system of publications, information, and classes for the average pilot and aircraft owner disseminating aviation safety information, search prevention information, and survival training would be provided.

### **Expanded Aviation Planning, Advocacy & Encroachment Program**

Funding for this request provides one FTE, the associated travel, supplies, and support to properly accomplish the minimum needs of the Aviation Planning Program as being developed by the current Aviation Policy Planning Steering Committee. The employee will also review local comprehensive land use plans and provide technical assistance to local jurisdictions to implement the aviation encroachment legislation passed by the 1996 legislature.

## Improvements (Highways) - Program I Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$549.8	\$385.0	\$351.4	\$1,286.2
Core HOV-10 Year Program	211.9	248.8	258.7	719.4
Urban/Rural Mobility	138.5	163.6	177.8	479.9
Corridor Analyses	10.0	10.5	11.1	31.6
Major Cost Projects	10.0	10.5	11.1	31.6
Remove At-Grade intersections	20.0	34.8	45.2	100.0
HALS, HACS, Risk, Interstate	11.0	19.2	24.8	55.0
All Weather Highways	2.4	9.3	24.9	36.6
Bridge Restrictions	10.5	5.5		16.0
Emergent Economic Issues	5.3	5.5	5.9	16.7
SR 519 Intermodal Access	10.0	50.0	10.0	70.0
Retrofit Stormwater Discharge	11.1	13.3	16.2	40.6
Electronic Commercial Vehicle	10.6			10.6
Alaskan Way Viaduct Alternatives	.5			.5
Non-Motorized Projects	.2	.3	.1	.6
<b>Total</b>	<b>\$1,001.8</b>	<b>\$956.3</b>	<b>\$937.3</b>	<b>\$2,895.4</b>

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Core HOV-10 Year Program (Subprogram I1)

The additional \$719.4 million (over 6 years) will reduce the time needed to get construction underway on the Puget Sound core HOV system from 20 years to 10 years.

#### Urban/Rural Mobility (Subprogram I1)

This funding will allow the Department to start highway construction projects where the design has already been completed (Interstate shelf construction projects, (old) Category C shelf construction projects), complete portions of projects directed by the legislature (the \$17.8 million project list), start new preconstruction work in each of the three bienniums, and complete local bicycle networks within urban growth areas.

**Corridor Analyses (Subprogram I1)**

The State Highway System Plan (a part of *Washington's Transportation Plan*) includes items that "need further study". These funds would be used to perform the predesign work needed to determine solutions for these items.

**Major Cost Projects (Subprogram I1)**

These funds would be used to begin preliminary engineering on projects that have large estimated costs.

**Intelligent Transportation System Proposals (Subprogram I1)**

Included in the mobility subprogram is a request for \$1 million per biennium to provide matching funds for Intelligent Transportation System projects.

**Remove At-Grade intersections (Subprogram I2)**

These construction projects are designed to reduce accidents at intersections that have high accident potential by constructing an interchange or a grade separation at an intersection.

**HALS, HACS, Risk, Interstate, and Signals and Channelization Improvements (Subprogram I2)**

Construction projects that make changes to High Accident Locations (sections of the highway that are typically less than .25 miles) and High Accident Corridors (sections of highway that are typically greater than one mile) that have accident rates above the statewide average for similar highways. Interstate safety projects are improvements required by federal guidelines. Channelization improvements include adding new traffic signals and turn lanes at priority intersections.

**All Weather Highways, Bridge Restrictions, Emergent Economic Issues, SR 519 Intermodal Access (Subprogram I3)**

Funds will be used to upgrade roads so they are no longer subject to freeze-thaw restrictions, replace bridges on the interstate that have height and weight restrictions that impede freight movement; match funds for economic development projects; and pay the state portion of the SR 519 Intermodal Access Project (formerly known as the Kingdome Intermodal Access Project).

**Retrofit Stormwater Discharge Facilities (Subprogram I4)**

The additional \$40.6 million will be used to reconstruct existing stormwater discharge facilities to comply with current state and federal requirements.

**Electronic Commercial Vehicle Operations (Subprogram I3)**

The \$10.6 million is the Department's portion of a \$21.5 million joint request by the Department, Washington State Patrol, and Department of Licensing to link databases and automate procedures to allow trucks with proper credentials to bypass weigh



stations. This will increase mobility and allow the state to acquire necessary weight information.

**Alaskan Way Viaduct Alternatives (Subprogram I1)**

This \$0.5 million is for developing a proposed scope of work leading to selection of a preferred alternative or course of action for the Alaskan Way Viaduct. Included is the convening of a steering committee of key stakeholders to provide project oversight and approval of a public involvement plan.

**Non-Motorized Projects (Subprogram I1)**

The \$600,000 will be used for local agency training, a bicycle map feasibility study, and producing a new bicycle map.

**Project Lists/Deliverables**

Project lists have been provided to the legislature and are available through the Transportation Executive Information System (TEIS).

## Transportation Economic Partnerships - Program K

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$19.0	\$3.2	\$3.4	\$25.6
Marine Port Advocacy (Cost Allocations, Port Access studies)	1.6	.2	.2	2.0
Freight Mobility Investment Partnering	7.4	11.2	12.0	30.6
Total Program	\$28.0	\$14.6	\$15.6	\$58.2

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Marine Port Advocacy (Subprogram K4)

The marine port advocacy initiative will provide state funds to work with marine and river ports to identify specific transportation improvements needed to meet service objectives of *Washington's Transportation Plan* (WTP). WTP defines the state's interest in public ports with waterborne commerce through 18 service objectives addressing trade and economic development, landside and waterside access, intermodal connections, and environment. Service objectives, action strategies and order-of-magnitude cost estimates were developed in cooperation with the Washington Public Ports Association. However, the action strategies do not define specific institutional and cost responsibilities for ports, the federal government, the state, local and regional entities, or affected private sector beneficiaries because specific projects were not identified.

#### Freight Mobility Investment Partnering (Subprogram K4)

This request provides capital funds for the state to partner with local governments, public port districts, regional transportation planning organizations and private sector interests to undertake preliminary work and potentially some construction on proposed projects that meet freight mobility needs. These capital funds may also be used to partner with other state programs (TransAid, passenger rail, freight rail, highways, local roadways) on projects where there are significant freight mobility benefits and could serve to leverage future public and private funding.

A number of studies and analyses are now underway that will identify needed highway, roadway, rail and port projects to improve freight mobility. For example, the Puget Sound Regional Council and the Department's Office of Urban Mobility are jointly conducting an analysis of the Tacoma-Seattle-Everett freight corridor. The legislature has provided funding for the Port of Tacoma tideland circulation analysis;

the southwest Washington port study to identify deficiencies at the ports of Longview, Kalama and Vancouver; the south downtown Seattle transportation study; the LTC Freight Mobility Advisory Committee work to recommend legislation and a framework for state policy and investment decisions concerning freight mobility; and an evaluation of the rail impacts on the City of Auburn. Specific freight mobility improvement proposals from these analyses as well as others will be forthcoming in 1997.

## **Project Lists/Deliverables**

### **Marine Port Advocacy**

Individual port analyses will be conducted that involve affected local and regional transportation organizations, private transportation providers, the state and the port. Central to each analysis will be the identification of project beneficiaries, institutional and cost responsibilities, and the development of public-private strategies to implement projects. It is expected that between eight and fifteen port analyses will be completed during the 1997-99 biennium. Future biennium funding will provide for periodic updates of port analyses to respond to changing conditions.

## Highway Maintenance and Operations - Program M

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$239.5	\$259.2	\$281.0	\$779.7
Snow and Ice Control Service Level Increase	2.0	4.6	8.4	15.0
Roadway & Drainage Maintenance Service Level Increase	5.8	11.2	16.1	33.1
Roadside Maintenance Service Level Increase	1.6	3.4	6.5	11.5
Total Program	\$248.9	\$278.4	\$312.0	\$839.3

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

The current overall maintenance service level (SL) for the state highway system is between SL 3 and SL 4 on a scale ranging from SL 1 (best) to SL 5 (worst). The 1997-99 Current Law Budget, which includes increases to the 1995-97 base to accommodate systems additions and service delivery cost increases, provides resources to maintain that current service level. The following elements will incrementally increase the service level for high priority maintenance activities.

#### Snow and Ice Control Service Level Increase (Subprogram M2)

The Department's base level funding for snow and ice control is approximately \$40.4 million each biennium, which provides for an overall statewide snow and ice control service level (SL) between SL 3 and SL 4. (On a scale of 1 (best) to 5 (worst).) That overall statewide service level represents an average of all state highway snow and ice control service levels programmed for a winter of average weather severity. While actual weather conditions obviously influence day-to-day driving conditions, programmed service levels provided by the Department do vary depending on the classification of a highway, average daily traffic volumes on a highway, and other factors. In the base program, Interstate highways and primary state highways in urban areas and mountain passes have higher programmed service levels than lower-volume rural roads.

The \$15 million additional funds requested over the next six-year period (\$2 million in the 1997-99 biennium) will raise the snow and ice control service level from the current

SL 3 - SL 4 to SL 2. The additional funds requested in the first four years will be applied to increasing the service levels for lower-volume rural state highways, primarily in Central and Eastern Washington, and will also facilitate increased readiness for early and late-season storms in the state's mountain passes. The final two-year incremental request (approximately \$4 of the \$16.1 million) will be placed in a reserve account to be utilized across the state as needed in severe winters. The requested increase will improve winter mobility and safety for the traveling public.

#### **Roadway and Drainage Maintenance Service Level Increase (Subprogram M2)**

This element seeks \$33.1 million additional funds over the next six-year period (\$5.8 million in the 1997-99 biennium) to incrementally increase the service levels for four high-priority roadway and drainage maintenance activities where current performance fails to adequately meet customer needs. If funded, increased protection of the highway infrastructure investment will result. Specific roadway and drainage maintenance activities to be increased include Pavement Patching and Repair (improve current SL 3 - SL 4 to SL 2), Pavement Striping (improve current SL 4 to SL 2), Grading and Cleaning Ditches (improve current SL 3 - SL 4 to SL 2), and Culvert Cleaning (improve current SL 5 to SL 3). The cumulative benefit of the individual activity service level increases over six years is an increase in the overall maintenance service level from the current SL 3 - SL 4 to SL 3. (On a scale of 1 (best) to 5 (worst)).

#### **Roadside Maintenance Service Level Increase (Subprogram M2)**

This element includes \$11.5 million additional funds over the next six-year period (\$1.6 million in the 1997-99 biennium) to incrementally increase the service levels for three roadside maintenance activities where current performance fails to adequately meet customer needs and historic funding fluctuations necessitate less-than-desirable maintenance operating efficiencies. If funded, increased roadside maintenance service levels and reduced life-cycle maintenance costs will result. Specific roadside maintenance activities to be increased include: Hazard Vegetation Control (increase current service level from SL 5 to SL 3); Noxious Weed Control (increase service level from SL 4 to SL 3); and Litter Control (maintain service level SL 3 - SL 4 with a modest increase). The cumulative benefit of the individual activity service level increases over six years is an increase in the overall maintenance service level from the current SL 3 - SL 4 to a level closer to SL 3. (On a scale of 1 (best) to 5 (worst)).

## Project Lists/Deliverables

The Maintenance program has developed a system to measure the service levels for the seven major maintenance activities. The measurement that is being used is the overall service level for each activity. Service Levels (SL) are on a scale ranging from one (1, A) to five (5, F) with SL 1 (A) being the best to SL 5 (F) being the worst. A general summary of each of the five service levels can be found in Appendix C of the Department's *1997-1999 Current Law Budget Legislative Book*. Funding the 1997-99 biennium at the proposed Agency Request level is necessary to increase current Service Levels as shown in the table below. Estimates for 1999-01 and 2001-03 assume continued increases in funding consistent with the Department's six year plan.

### Service Level Funding of the Agency Request Proposal

	Outcome Measures	Maintenance Level 1997-99	Policy Level 1997-99	Estimate 1999-01	Estimate 2001-03
Code					
MA-1	Roadway Maintenance and Operations	3.48	3.20	2.80	2.50
MA-2	Drainage Maintenance and Slope Repair	3.92	3.75	3.50	3.40
MA-3	Roadside and Landscape Maintenance	4.52	4.20	3.80	3.50
MA-4	Bridge and Tunnel Maintenance	3.68	3.60	3.50	3.40
MA-5	Snow & Ice Control	3.50	3.00	2.50	2.00
MA-6	Traffic Systems Maintenance and Permits	3.38	3.31	3.26	3.21
MA-7	Rest Area Maintenance	3.50	3.50	3.50	3.50

## **Preservation (Highways) - Program P**

### **Program Summary**

Dollars in Millions

	<u><b>1997-99</b></u>	<u><b>1999-2001</b></u>	<u><b>2001-03</b></u>	<u><b>6 Yr. Total</b></u>
Current Law Budget	\$536.0	\$556.0	\$587.0	\$1,679.0
Major Bridge Preservation (WA/OR	5.0	5.0	5.0	15.0
Major Bridge Preservation (SR 520)	10.0	10.0	10.0	30.0
Major Bridge Preservation (Seismic)	13.0	13.0	13.0	39.0
Total Program	\$564.0	\$584.0	\$615.0	\$1,763.0

Totals may not add due to rounding.

### **Policy Items Requiring New Revenue**

#### **Washington/Oregon Bridges (Subprogram P2)**

The \$15 million represents the acceleration of funding for Washington's share of bridge preservation work on Columbia river crossing bridges that are the shared responsibility of Washington and Oregon.

#### **State Route 520 Bridges (Subprogram P2)**

These funds (\$30 million) will be used to repair storm damage (pontoons, cable replacement) to the floating bridge.

#### **Seismic (Subprogram P2)**

This increases biennial funding from \$12 million (Current Law Budget) to \$25 million (\$12 million plus \$13 million). This will accelerate the completion of seismic retrofit work from 42 years to 20 years.

### **Project Lists/Deliverables**

Project lists have been provided to the legislature and are available through the Transportation Executive Information System (TEIS).



**Traffic Operations - Program Q**  
**Program Summary**

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$25.5	\$27.1	\$28.9	\$81.5
Improve Traffic Flow Control System	1.4	2.4	2.5	6.3
Operations and Incident Response				
Additional Low Cost Enhancements	1.8	4.8	8.7	15.3
Impacts of System Additions		2.4	5.3	7.7
Total Program	\$28.7	\$36.7	\$45.5	\$110.9

Totals may not add due to rounding.

**Policy Items Requiring New Revenue**

**Improve Traffic Flow System Operations and Incident Response (Subprogram Q2)**

Increased Traffic Operations services will result in further improvements in traffic flow control and enhanced traffic safety.

New Revenue will allow the program to:

- Expand and improve the use of traffic control devices installed by the Department in the 1993-95 biennium\*. This includes traffic signals, ramp meters, changeable message signs, cameras, highway advisory radio, region wide radio operations, etc.

\* Traffic Operations 1995-97 budget did not include funding to address the additional traffic control and monitoring devices installed during the 1993-95 biennium.

- Improve existing system operations. Additional funds will be used to improve local agency coordination on traffic flow issues, reduce the evaluation and response time of constituent concerns, identify and implement good work zone traffic control practices, install transit priority treatments along signalized arterials, implement evening express lane closures to mitigate nighttime noise impacts, and implement real time traffic information systems.

- Expand the Incident Response Program to provide four additional tow truck coverage zones in new areas within the central Puget Sound region to reduce traffic congestion caused by accidents and stalled vehicles. The zones cover approximately five mile stretches of highway and are operated during peak traffic periods.

#### **Additional Low Cost Enhancements (Subprogram Q2)**

Through increased levels of low cost enhancement services the program will work towards optimizing traffic flow and enhancing traffic safety. These needs typically arise from increased vehicle demand, and if left unchecked, degrade the existing system. For much of the State highway system, low cost enhancements represent the only means to address safety and efficiency needs in an acceptable time frame.

New Revenue will allow the program to complete additional safety and efficiency enhancements such as signal & ramp meter upgrades, intersection striping and lighting modifications, signing additions & upgrades, pedestrian crossings, advance warning devices, cameras, etc. These immediate operational solutions address deficiencies identified through public input and internal processes.

#### **Impacts of System Additions (Subprogram Q2)**

Each biennium there are additional needs resulting from new traffic control devices installed in prior biennia in the Improvements Program, and additional traffic demand on the existing system. For the 1997-99 biennium, the needs associated with the additions completed in the 1995-97 biennium and increased traffic demand are funded within the CLB six year financial plan, but the CLB six year financial plan does not include provisions for operating future system additions. Therefore estimates of future additions to the system are provided within this request. System additions needs are described as follows:

- Operate the new traffic control and monitoring devices installed in the previous biennium.
- Expand necessary incident response coverage necessary due to increased congestion.
- Address the most critical operational deficiencies using small cost enhancements to implement interim solutions.

**Sales and Services to Others - Program R**  
**Program Summary**

Dollars in Millions

	<u><b>1997-99</b></u>	<u><b>1999-2001</b></u>	<u><b>2001-03</b></u>	<u><b>6 Yr. Total</b></u>
Current Law Budget	\$13.6	\$14.4	\$15.3	\$43.3
Total Program	\$13.6	\$14.4	\$15.3	\$43.3

Totals may not add due to rounding.

There are no agency request additions for this program, however, below are some items for consideration.

**Fiduciary Account Legislation (Subprograms R2 and R3)**

A joint feasibility study required by the 1996 Legislature (SSHB2343) conducted by the Department, the Office of Financial Management, the Office of State Treasurer, and the Legislative Transportation Committee recommended that a new treasury trust account be created and an annual report to the Legislative Transportation Committee be completed on activities within the account. If this legislation passes in the 1997 Session, Program R will be eliminated from the budget request (with the exception of the Wahkiakum County ferry subsidy). The legislation proposes setting up a new account that would be non-budgeted and non-appropriated, thus reducing the Departments overall appropriations, but would be fully disclosed in the State's accounting system and reported to the Legislative Transportation Committee on an annual basis.

**Possible Regional Transit Authority Impact (Subprogram R3)**

It is possible that the Regional Transit Authority (RTA) will seek the Departments assistance for portions of their projects. This potential work has not yet been addressed. Assuming that the fiduciary account legislation discussed above is enacted, these activities would not impact the Department's budget request.

**Possible Workload Increases for Local Governments (Subprogram R2 and R3)**

If revenues for local agencies are increased, an increase in requests from local agencies for the Departments services is likely. Assuming that the fiduciary account legislation discussed above is enacted, these activities would not impact the Department's budget request.

## Transportation Management and Support - Program S

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$63.2	\$67.2	\$71.3	\$202.0
Expansion of GIS Technology	2.1	2.2	2.3	6.6
Systems Development Projects	2.6	2.8	2.9	8.3
IT Research and Development	.2	.3	.3	.8
Agency Support	.5	.5	.5	1.4
Total Program	\$68.5	\$72.9	\$77.7	\$219.1

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Expansion of GIS Technology (Subprogram S3)

This is funding for continued development of Geographic Information Systems (GIS) within the Department by providing for equipment, technical consulting, training and linking of databases throughout the regions. The expansion of GIS will promote efficient use of data through common GIS base maps and sharing of GIS map data to avoid duplication of effort. GIS offers vast potential to improve the quality of transportation planning and decision making.

#### Systems Development Projects (Subprogram S5)

This funding is for maintenance and enhancement of existing major software programs to assure compliance with state law, financial practices, or the Department's operating procedures. In theory, the funding requested would be sufficient to replace systems in 16 years. Systems need to be modified or replaced depending on business changes and their useful life. Typically after two to three years, evolving business needs require systems changes. Systems are redeveloped when it is no longer cost effective to make piecemeal changes and when funding is available. A list of prioritized projects has been developed and recommended for funding by the Department's information technology committee.

#### IT Research and Development (Subprogram S3)

This funding is for research and development of emerging information systems technology in support of agency wide programs. The research will establish how to best utilize new technology effectively in the Department. The end result will be maximizing the Department's investments in appropriate new technologies and better business solutions.

**Agency Support (Subprograms S1, S2 and S4)**

Funding will invest additional resources in the Department's Q2000 office to meet increasing internal customer needs and allow the Department to continue to progress towards achieving stretch goals and critical success factors. Funding is also requested by the regions for upgrades to hardware and software in a regional accounting office, reallocation of accounting personnel and the hiring of an Information Officer to respond to requests from the public and other governmental agencies.

Additional funding for library services will support subscription fees, licenses, and charges for express delivery of information from available on-line databases, full text journals, journal tables of contents, and on-line catalogs. Funding is also requested for cataloging and updating a new database providing on-line information about the Department's library materials, collections and archives for research and retrieval.

Funding is requested to support the High School Outreach Program. This program is part of a national effort to bring contemporary issues into high school math and science classrooms for mentoring women and minorities into seeking transportation careers.

**Project Lists/Deliverables****Geographic Information Systems (GIS) Technology**

GIS is a software technology which allows information from a variety of sources to be portrayed geographically. With GIS, it is possible to see where things are located, analyze their geographic distribution, and find information about them which is stored in databases. The information may originate from digital maps, from images or photographs, or from tabular databases. Various digital map layers such as state routes, watersheds, wetlands, and land use can be combined with databases such as accident locations, pavement conditions, and roadway widths. Viewing data in this way helps with the interpretation and analysis of the data and with the communication of its significance to others.

**Benefits of GIS**

GIS technology will benefit many functions of the Department through its ability to organize and provide ready access to information. Following are specific examples:

GIS can be used in the project definition phase of the assembly of the Highway Construction Program to bring together the information needed to develop solutions to the needs identified in *Washington's Transportation Plan*. Use in the Highway Construction Program will result in more accurate cost and schedule estimates. Accurate estimates of costs and schedules requires the assembly and processing of data from a variety of sources. This includes up to thirty types of environmental information, current roadway descriptive information, right of way, and more. Today, this information must be compiled from a variety of sources, from a variety of forms in

a tight time frame. GIS can allow for savings by bringing together that information needed to define a project. By having the necessary information, projects will more likely be completed on time and within budget because the constraints have been considered in the project definition. As a result, there will be fewer delays for redesign to mitigate environmental concerns.

Use in mitigation of environmental impacts will result in better communication with resource regulators like Ecology, Fish and Wildlife, US Forest Service, etc. The Department is working with these agencies to mitigate environmental impacts of transportation projects on a watershed basis. GIS helps with this through map creation. Several types of “best available” environmental data have been acquired from other agencies for this purpose. GIS generated maps combine information from more than one of the original sources to show the interaction and relationship of various forces which impact the environment. For example, it does no good to provide for fish passage on the Department’s facilities if there is a blockage downstream. By looking at the overall picture made possible by GIS, we can show that it is more effective to use the funds to address the downstream problem. Furthermore, we have had success in obtaining funds from other sources to address impacts in such a way that benefits are maximized. By taking this approach, and using GIS as a tool, the Department has gained credibility, and allowed us to become a partner in addressing environmental issues.

Use in operations and maintenance allows for better management of facilities, equipment, and labor resources. Planning for intermodal connections, freight rail mobility, and public transportation will all be enhanced by GIS.

### **Systems Development Projects**

The following is a list of projects that were reviewed by the Department’s Information Technology Committee and recommended for funding. The projects total approximately \$3.4 million. The \$2.6 million requested would provide start-up funding for each project.

- Field Automation (Construction contract information database)
- Quantity Tab/Structure Note (Bid item quantities)
- Construction Contract Information System
- Data Architecture
- Access Management Tracking System
- Printing Services Shop System
- Audit Assignment System
- Record Services Electronic Filing System
- Electronic Filing of Financial Information
- Financial Systems Upgrade

### **Transportation Planning, Data, and Research - Program T**

## Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$35.4	\$37.3	\$39.5	\$112.3
Research Support for Highway Preservation and Other Transportation Modes	1.0	1.0	1.2	3.2
Puget Sound Access Management Implementation	.6	.7	.7	2.0
Puget Sound Park & Ride System Analysis	.5	.5	.5	1.5
Regional Predesign Work for Six Year Highway Construction Program	1.1	1.2	1.2	3.5
Total Program	\$38.6	\$40.7	\$43.1	\$122.4

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Research Support for Highway Preservation and Other Transportation Modes

This additional funding for the Department's research program would be allocated to two research areas. A portion would be earmarked for emerging highway preservation research needs that include earthquake engineering for bridges, structures, and soil improvement; and cost effective maintenance, design, and construction of pavements and bridges. The remaining funds would be used for marine, non-motorized transportation, and other transportation research projects that do not qualify for federal highway funds.

#### Puget Sound Access Management Implementation

This project will implement access management techniques for high priority routes in the four county Puget Sound region by developing specific aggressive access management actions to preserve state route capacity and executing agreements with cities and counties for management of access to state highways.

The 1996 State Highway System Plan in the four county central Puget Sound region requires either mobility projects or aggressive access management to preserve the existing carrying capacity of state highway routes. Even with historic revenue projected over the 20 year horizon of the System Plan, only 40% of the state's routes that are identified as deficient for mobility will be addressed by capital improvement projects.

This leaves 60% of deficient state routes that will rely solely on access management to preserve their carrying capacity.

**Puget Sound Park and Ride System Analysis**

This project will assess park and ride needs in the four county Puget Sound region and develop project scopes and estimates for specific park and ride location and construction projects to support the Department's HOV program.

Many existing park and ride lots already are at or near capacity. New park and ride capacity will be needed. Unless specific project proposals are put forward, lack of park and ride capacity will limit the ability of the HOV system to meet mobility objectives to carry more people in fewer vehicles.

**Regional Predesign Work for Six Year Highway Construction Program**

Funding would be provided for the Department to work cooperatively with local governments to identify and agree on improvement projects that meet both state and local transportation needs. Included are efforts to determine appropriate designs and project costs, and assign the state and local shares of project costs.



**Charges from Other Agencies - Program U**  
**Program Summary**

Dollars in Millions

	<u><b>1997-99</b></u>	<u><b>1999-2001</b></u>	<u><b>2001-03</b></u>	<u><b>6 Yr. Total</b></u>
Current Law Budget	\$28.4	\$30.2	\$32.2	\$90.7
Total Program	\$28.4	\$30.2	\$32.2	\$90.7

Totals may not add due to rounding.

There are no agency request additions for this program, however, below are some items for consideration.

**Personnel Services may Increase with Increased FTEs (Subprogram U5)**

The Department of Personnel provides for the development and maintenance of employment registers and administers the State Health Insurance Program. If the FTE level for the Department increases, the cost for personnel services may increase as well.

**Capital Projects for the Transportation Building (Subprogram U7)**

Additional funding may be required for the Olympia Service Center building elevator installation and restoration of the escalators (\$1,900,000) in part necessary to implement the requirements of the Americans with Disabilities Act. This project is not included in the Department's agency request proposal because the Department of General Administration is the agency that determines which projects will be undertaken on the Capitol Campus.

## Washington State Ferries Construction - Program W

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$203.6	\$116.7	\$142.3	\$462.7
Passenger Only (Expanded Program)	48.4	59.6	5.0	113.1
Mobility Options	1.7	5.7	4.6	11.9
Preservation Program	7.2	10.0	8.6	25.8
Total Program	\$261.0	\$192.0	\$160.5	\$613.5

Totals may not add due to rounding

### Policy Items Requiring New Revenue

#### Passenger Only (Expanded Program) (Subprogram W4)

The passenger only program supports service on vessels that only carry passengers, not vehicles. Additional revenues will fund design and construction activities, which will begin in the 1997-99 biennium. Activities will include: improvements to the Seattle, Bremerton, Kingston, and Southworth ferry terminals; construction of passenger only maintenance facilities at Eagle Harbor; and construction of four new passenger only fast ferries.

#### Mobility Options (Subprogram W4)

Additional revenues will fund the activities necessary to: make improvements at Friday Harbor including expanded vehicle holding, adding a park and ride lot, and improving passenger accommodations; improving access to the Bremerton toll booth plaza; and providing for the design and construction of a second deck on the M.V. Sealth vessel.

#### Preservation Program (Subprogram W4)

Additional revenues will be used to: design and construct preservation activities originally planned as part of the Anacortes, Seattle, and Southworth multi-modal terminal projects; accelerate the Bainbridge trestle widening project; increase preservation activity at Bremerton in concert with the overhead loading preservation project; preserve the existing Washington State Ferries maintenance facility at Eagle Harbor; and preserve the interior of the M.V. Sealth vessel.

## **Project Lists/Deliverables**

### **Passenger Only (Expanded Program) (Subprogram W4)**

Projects to expand the passenger only ferry program include: construction of four new Passenger-Only Fast Ferries; improvements to the Kingston, Southworth, Vashon, Bremerton, and Seattle ferry terminals; and construction of a passenger only maintenance facility at Eagle Harbor.

#### **Vessels:**

- Four new high-speed low-wake passenger-only vessels.

#### **Terminals:**

##### **Kingston:**

- Construct T-float with two bow-loading slips.
- Provide ADA accessible enclosed and heated transfer span.
- Provide passenger amenities utilizing existing terminal facility.
- Provide power upgrade, shore power, and utility connections.
- Construct a remote park and ride lot.

##### **Southworth:**

- Construct T-float with two bow-loading slips.
- Provide ADA accessible enclosed and heated transfer span.
- Provide passenger amenities.

##### **Vashon:**

- Modify the existing float for side loading only.
- Provide ADA Accessible uncovered transfer span.

##### **Bremerton:**

- Construct T-float with two bow-loading slips.
- Provide ADA accessible facility.

##### **Seattle:**

- Construct T-float with four bow-loading slips.
- Provide ADA accessible uncovered transfer span.

#### **Maintenance Facilities:**

##### **Eagle Harbor:**

- Construction of a passenger only maintenance facility.

**Mobility Options (Subprogram W4)**

Mobility Options projects include:

Friday Harbor:

Provide vehicle staging and passenger amenity improvements which were not provided for in the Department's Current Law Budget (CLB) proposal.

Orcas Island:

Provide vehicle staging and passenger amenity improvements which were not provided for in the Department's CLB proposal.

Bremerton:

Provide passenger access revisions.

MV Sealth:

Install second vehicle deck to increase vehicle carrying capacity by 30%.

**Preservation Program (Subprogram W4)**

Preservation projects include:

Anacortes:

Accelerate necessary preservation activities outlined in the Anacortes Multi-modal Terminal project.

Bainbridge:

Accelerate project to reconstruct existing trestle.

Accelerate necessary preservation activities from Bainbridge Multi-modal Terminal project.

Bremerton:

Accelerate second Slip Bridge Preservation Project.

Eagle Harbor:

Preserve existing maintenance facility.

Kingston:

Protect super-column overhead passenger loading.

Seattle:

Accelerate necessary preservation activities outlined in the Seattle Master Planning effort.

Southworth:

Accelerate project to reconstruct and widen existing trestle.

MV Sealth:

Provide minor refurbishment in conjunction with propulsion control replacement project.

**Washington State Ferries Operations and Maintenance - Program X**  
**Program Summary**

Dollars in Millions

	<u><b>1997-99</b></u>	<u><b>1999-2001</b></u>	<u><b>2001-03</b></u>	<u><b>6 Yr. Total</b></u>
Current Law Budget	\$274.0	\$312.0	\$346.1	\$932.2
Total Program	\$274.0	\$312.0	\$346.1	\$932.2

Totals may not add due to rounding

There are no agency request additions for this program, however, below is an item for consideration.

**Support for Expanded Passenger Only (Subprogram X5)**

If the agency request item, Passenger Only (Expanded Program), is adopted for Program W, Washington State Ferries (WSF) Capital Construction, then the passenger only service increases listed below will be instituted. The expanded passenger only *service delivery* is funded within existing revenues as approved by the Commission in the Current Law Budget.

1997-99 biennium	Addition of 16 hours service, 5 days per week, Seattle - Bremerton. (2 boat service begins)
1997-99 biennium	Addition of 16 hours service, 5 days per week, Seattle - Southworth
1999-01 biennium	Addition of 16 hours service, 5 days per week, Seattle - Kingston
2001-03 biennium	Addition of 16 hours service, 5 days per week, Seattle - Southworth (2 boat service begins)
2001-03 biennium	Addition of 16 hours service, 5 days per week, Seattle -Kingston (2 boat service begins)

The new service plan will provide two boat service from Kingston to Seattle, Southworth to Seattle, and Bremerton to Seattle. Additionally, Vashon to Seattle will be provided one boat service.

## Public Transportation and Rail - Program Y

### Program Summary

Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$90.1	\$96.4	\$103.6	\$290.1
Public Transportation	11.7	10.3	11.0	33.0
TDM Education. & Technical	3.3	3.5	3.7	10.5
Support	39.5	75.0	107.0	221.5
Passenger Rail - Capital		32.0	24.0	56.0
Improvement	6.2	11.5	12.2	29.9
Passenger Rail - Operating				
Freight Rail				
Total Program	\$150.8	\$228.8	\$261.5	\$641.1

Totals may not add due to rounding.

### Policy Items Requiring New Revenue

#### Public Transportation (Subprogram Y6)

The Public Transportation building block includes Rural Mobility Grants; Public Outreach and Education for Public Transportation; and Passenger Facilities Grants - Starter Program.

Rural Mobility grants would be provided to local agencies fund public transportation services that increase personal mobility of residents of rural communities and improve their access to basic services. The proposed funding would fund grants to local public transportation agencies for replacement of existing equipment; capital and operating costs of special needs transportation; and costs of connecting rural transit systems with other public transportation systems.

Provides funding for Public Outreach and Education for Public Transportation is for the preparation and implementation of a plan to increase the awareness of Washington's citizens about statewide multimodal public transportation. The plan will be prepared by the Public Transportation Office in partnership with stakeholders.

The Passenger Facilities Grants - Starter Program will provide funding for a one-time competitive grant program to supplement federal and other funding sources for construction of bus passenger facilities or bus passenger-related component parts of intermodal facilities.

### **Transportation Demand Management (TDM) Education & Technical Support (Subprograms Y7 and Y8)**

TDM - Education and Technical Support provides state funding for the continuation and expansion of the previously grant-funded efforts of the TDM Resource Center, the HERO (HOV Enforcement) Program and the Department's vanpool programs. An increased level of support reflecting increased demand for services in both internal and external TDM/Commute Trip Reduction (CTR) programs in the regions is included.

### **Passenger Rail - Capital Improvement (Subprogram Y4)**

Passenger Rail - Capital Improvement projects are defined by three components: Infrastructure Seattle/Portland, King Street Maintenance Facility, and Intermodal Facilities.

The Infrastructure Seattle/Portland consists of projects that are required to accommodate three additional round trips between Seattle and Portland. Coordination with the Regional Transit Authority will include an evaluation of project priorities to ensure efficient use of funds. Planned expenditures in the 1997-99 biennium total \$9.5 million, and \$171.5 million over the six year period.

The King Street Maintenance Facility would provide a new facility needed for the maintenance of rail passenger equipment owned by the Department and others. Funding for this project will also be provided by Amtrak and possibly other partners, such as the RTA. Construction will be completed in the 1997-99 biennium. The Department's proposed share of construction costs is currently estimated at \$30 million.

The Intermodal Facilities funding is to provide partnerships with local communities, transit districts, and ports for construction or renovation of facilities that provide connections between rail passenger service and other modes of transportation. Expenditures of \$10 million per biennium are proposed for the 1999-01 and 2001-03 biennia.

### **Passenger Rail - Operating (Subprogram Y3)**

Over the next six years, three additional daily passenger rail round trips between Seattle and Portland are proposed. These new round trips are dependent on the completion of the infrastructure improvement projects in the Passenger Rail - Capital Improvement program. Two of the new round trips would start in the 1999-2001 biennium and the third in the 2001-03 biennium.

### **Freight Rail (Subprogram Y2 and Y5)**

The Freight Rail proposal includes funding for rail/roadway crossing improvements, acquisition of additional grain cars, and light density rail line rehabilitation and improvements.

Rail/Roadway Crossing Improvements would enhance safety at rail/highway grade crossings statewide. They include signal upgrades, and rail related improvements for the closure, consolidation, and construction of grade separations at key high volume mainline/roadway crossings.

The proposal for the grain cars funds the acquisition of an additional 29 cars per biennium for the next three biennia. This is a vital rail service that will help preserve Shortline railroads and reduce the impacts of transportation of grain by trucks on the state and local roadways.

Proposed funding for light density rail line rehabilitation and improvements is \$1.6 million in the 1997-99 biennium (\$11.3 million over six years). It would provide financial assistance to public owned rail lines for the acquisition, rehabilitation, and improvements of rail lines and loading facilities. Transportation of freight by these lines reduces movement of freight by trucks, thereby reducing local and state road damage and rehabilitation needs.

### **Project Lists/Deliverables**

#### **Rural Mobility Grants**

Grants to local agencies to increase and improve personal mobility, linking people in rural communities to basic services. Program would fund the following: (a) Competitive grants for replacement equipment, (b) Operating and capital grants for special needs transportation, and (c) Grants for connecting rural transit systems with other public transportation systems.

#### **Passenger Facility Grants**

A one-time competitive grant program for planning, design/engineering, land acquisition, or construction of new or remodeled bus passengers facilities or bus passenger-related component parts of intermodal facilities.

#### **Public Outreach and Education for Public Transportation**

Preparation and initial implementation of (a) a public education plan to increase awareness by Washington's citizens about statewide, multimodal public transportation, and (b) a public outreach plan for the state public transportation planning program.

#### **Transportation Demand Management (TDM) Core Program**

Grant program to implement TDM strategies to reduce vehicle trips, the HERO program to enforce High Occupant Vehicle (HOV) system usage, and to participate in support of the TDM Resource Center.



**Infrastructure Seattle / Portland**

Implements the Passenger Rail Program track-system capital projects to provide increased service frequencies, higher speeds, improved reliability, safety, and quality of service. Frequencies would increase by three round-trips (subject to funding - see below), as track improvements are completed, the first of which would plan to start at the beginning of the 1999-01 biennia. Track improvements will allow for higher train speeds, resulting in a 3 hour 25 minute one-way travel time in year 2003, a 30 minute reduction from the current time-table.

**Statewide Rail Passenger Program-Equipment Maintenance Facility**

The existing maintenance facility operated by Amtrak is inadequate to maintain the state owned train sets required for additional frequencies specified in the 20 year Washington Transportation Plan. Facility would be implemented in partnership with Amtrak and, possibly, the RTA commuter rail program.

**Intermodal Facilities**

A competitive grant program to upgrade intermodal facilities in the rail passenger corridors. During the 1993-95 biennium, a similar grant program was widely popular with communities having Amtrak stops. Many communities purchased land and completed plans and designs, but only have part of the funding needed to complete construction. The new grant program would provide funds starting in the 1999-01 biennium. Improved facilities are critical to the success of the rail passenger program.

**First New Round Trip Seattle / Portland**

The first additional daily round-trip would begin during the summer of 1999, subject to completion of the infrastructure improvements (see above). Costs include the operation, maintenance, and train set acquisition.

**Second New Round Trip Seattle / Portland**

The second additional daily round-trip would begin during June 2001, subject to completion of the infrastructure improvements (see above). Costs include the operation, maintenance, and train set acquisition.

**Third New Round Trip Seattle / Portland**

The third addition daily round-trip would begin during June 2002, subject to completion of the infrastructure improvements (see above). Costs include the operation and maintenance with the use of an existing train set.

**Rail / Roadway Crossings (Rail Elements)**

Provides a rail component to partner with others to improve highway/rail interfaces. Improvements would enhance safety through signal upgrades, crossing closures, consolidations, and grade separations. Specific locations are subject to analysis and prioritization.

**Grain Cars**

To increase the use of light density rail lines, WSDOT suggests purchase of 29 grain cars in each biennium, 87 over the six-year period. This action is important to the preservation of the light density rail lines that may otherwise be abandoned. If the lines were abandoned, roadway damage due to increased trucking would far exceed the cost of the grain train program.

**Line Rehabilitation & Improvement (Publicly Owned)**

Loans and grants from the Essential Rail Assistance Account to provide light density rail line rehabilitation and improvements. Potential projects have been identified with Clark County, Tacoma Eastern, and other public owned rail lines. Projects require local commitment and must pass eligibility criteria.

**TransAid - Program Z**  
**Program Summary**  
Dollars in Millions

	<u>1997-99</u>	<u>1999-2001</u>	<u>2001-03</u>	<u>6 Yr. Total</u>
Current Law Budget	\$285.2	\$283.5	\$239.0	\$807.6
Small City Partnerships	.7			.7
Bridge Seismic Retrofit	4.0			4.0
Student Pedestrian Safety Program	2.0			2.0
Cost Effect. Watershed Enviro. Retrofit	2.0			2.0
Small Park and Ride Lot Grant Program	.8			.8
<b>Total Program</b>	<b>\$294.6</b>	<b>\$283.5</b>	<b>\$239.0</b>	<b>\$817.1</b>

Totals may not add due to rounding.

**Policy Items Requiring New Revenue**

**Small City Partnerships (Subprogram Z2)**

In numerous small cities, the state highway serves as the town's "main street". This program would provide conceptual design funds to local agencies so they can work with the Department to improve and enhance their downtown main streets. Once the design work is completed the Department and the local agency can apply for state and federal grant funds for the project.

**Bridge Seismic Retrofit (Subprogram Z2)**

This grant program would fund seismic retrofit of local agency bridges that cross over vital transportation routes. Local agencies would be required to provide 20 percent matching funds.

**Student Pedestrian Safety Program (Subprogram Z2)**

The continuation of an existing one time only Power Washington grant program to help school districts, local agencies, and the Department implement highway related pedestrian safety improvements within one mile of a school. Local agencies would be required to provide 50% matching funds.

**Cost Effective Watershed Environmental Retrofit (Subprogram Z2)**

Continuation and expansion of an existing grant program created under 2SHB 2031 to facilitate construction of retrofit projects that correct high priority state and local watershed management problems.

**Small Park and Ride Lot Grant Program (Subprogram Z2)**

The development of a competitive grant program that would provide funding for the construction or expansion of smaller park and ride lots that have up to 100 vehicle spaces.

**Project Lists/Deliverables**

Each of the policy items are grant programs administered by the TransAid program. As a result, the actual projects that would be done depend on the projects submitted and selected.

## **Financing Considerations**

### **Introduction**

The State of Washington faces significant challenges in financing its transportation systems. Transportation revenue cannot sustain both inflation and increasing demand. Although existing state revenue collection is expected to keep pace with inflation, projected economic expansion and growth will further strain the transportation infrastructure.

### **Transportation Revenue Facts:**

- Revenues available under Current Law Budget fall far short of levels required to support the state's transportation systems plan.
- State taxes and fees dedicated to highways do not increase at a rate sufficient to keep pace with both inflation and economic growth needs.
- Transportation's primary revenue source (gas tax) is based on consumption - not value.
- The overall availability of federal-aid for state highways is declining. A smaller portion of this diminishing federal-aid is going to state uses, while the local share is increasing.
- The use of bonds peaked in the 1995-97 Biennium. Although some bond authority remains for use in the 1997-99 and 1999-01 Biennia, the authority to sell bonds will soon be exhausted.

### **Financing Considerations**

The Agency Request Proposal for the Department of Transportation totals \$3,118 million for the 1997-99 Biennium (includes a \$10 million transfer to establish the Environmental Mitigation Revolving Fund). Given the funding requirements of the Department's Agency Request Proposal and the balance remaining from the Current Law Budget and existing revenues, there is an unfunded balance of \$639 million (as displayed in Exhibit A).

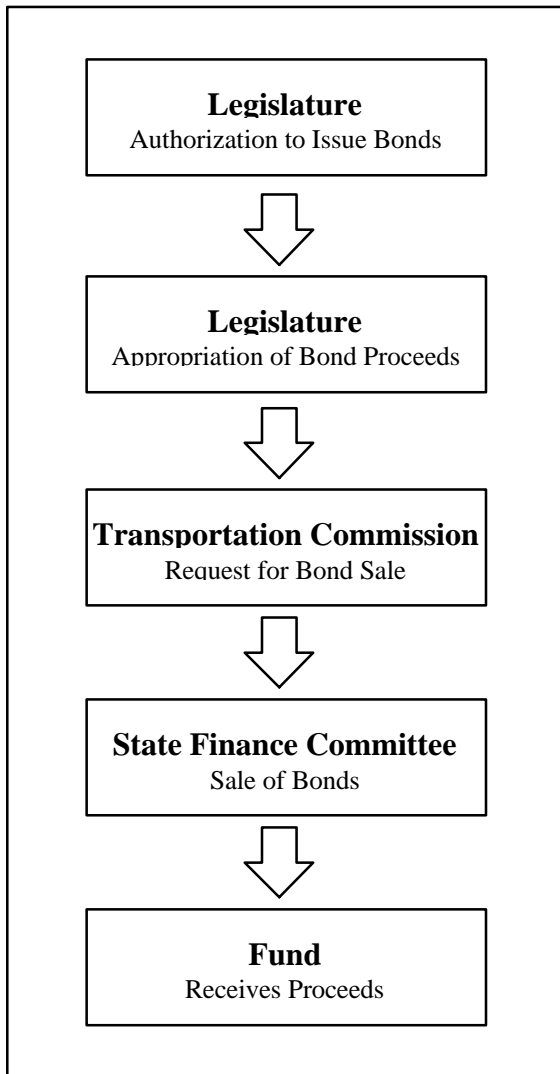
**Exhibit A -**

	<b><u>Motor Vehicle &amp; Trans. Funds</u></b>	<b><u>Marine ** Accounts</u></b>	<b><u>Other Funds</u></b>	<b><u>Total</u></b>
<b>Total Funds for 1997-99 Biennium</b>				
Beginning Fund Balances	78.2	89.5	35.3	203.0
Projected Revenue	3,110.5	557.7	181.1	3,849.3
<b>Total</b>	<b><u>3,188.7</u></b>	<b><u>647.2</u></b>	<b><u>216.4</u></b>	<b><u>4,052.3</u></b>
<b>Revenue Distributions &amp; Other Agency Funding</b>				
<b>Distributions, Transfers &amp; Refunds</b>	1,277.1	51.6	2.1	1,330.8
<b>Other Agency Funding -- Current Authorized Levels</b>	98.0	4.5	2.1	104.6
<b>Total Distributions &amp; Other Agency Funding</b>	<b>1,375.1</b>	<b>56.2</b>	<b>4.2</b>	<b>1,435.5</b>
<b>Remaining Funds for WSDOT</b>	<b>1,813.6</b>	<b>591.0</b>	<b>212.2</b>	<b>2,616.8</b>
<b>WSDOT Current Law Budget Funding *</b>	<b>1,796.6</b>	<b>489.7</b>	<b>175.3</b>	<b>2,461.6</b>
<b>Remaining Fund Balance</b>	<b><u>17.0</u></b>	<b><u>101.2</u></b>	<b><u>36.9</u></b>	<b><u>155.1</u></b>
<b>Agency Request Proposal -- Addition</b>				
Other Agencies ***	10.9	0.0	0.0	10.9
WSDOT ****	599.4	57.3	0.0	656.7
<b>Unfunded Proposal</b>	<b><u>(593.3)</u></b>	<b><u>(45.7)</u></b>	<b><u>0.0</u></b>	<b><u>(639.0)</u></b>
* Includes reserves for estimated salary ** Does not include the Puget Sound Ferry Operations ending fund *** Only includes funding for other agencies to support the Electronic Vehicle Operations building block **** Includes \$10 M transfer to establish the Environmental Mitigation				

These unfunded needs can be met through increasing existing revenue sources, finding new revenue sources, or through bonding. The Department has developed a menu of revenue options that includes elements of the first two of these revenue sources (Exhibit B) Revenue Sources.

<b>Revenue Sources*</b> <b>Millions of Dollars</b> (Order shown does not indicate a priority or preference)					
Sources	1997/99	1999/01	2001/03	6-Year Total	Average
<b>Index Motor Vehicle Fuel Tax</b> (index to current 23¢/gal. and I-601 fiscal growth factor. Amounts shown are the state's share for roadways and ferries)					
Highways	33.8	92.8	167.0	294	98
Special C	2.5	6.8	12.3	22	7
Ferries	3.6	9.8	17.7	31	10
<b>STATE TOTAL</b>	<b>\$39.9</b>	<b>\$109.4</b>	<b>\$197.0</b>	<b>\$346</b>	<b>\$115</b>
<b>6.5% Sales Tax on Gas**</b> (not currently imposed)	\$379.0	\$589.8	\$658.5	\$1,627	\$542
<b>Reducing Fuel Tax Evasion</b> (efforts underway)	\$30-\$60	\$30-\$60	\$30-\$60	\$90-\$180	\$30-\$60
<b>MVET Redistribution</b> (MVET deposited to the General Fund)	\$365.0	\$413.0	\$466.0	\$1,244	\$415
<b>0.1% increase in Motor Vehicle Excise Tax</b> (currently 2.2% of value)	\$70.3	\$78.3	\$87.1	\$236	\$79
<b>10% increase in Combined License Fee</b> (current rate varies depending on gross weight)	\$12.7	\$19.4	\$20.4	\$53	\$18
<b>\$1.00 increase in Vehicle Registration Fees</b> (currently \$23.75 for renewals, \$27.75 for new)	\$7.4	\$10.6	\$11.1	\$29	\$10
<b>10% increase in All Other Motor Vehicle Fund Licenses, Permits and Fees</b> (current license, permit, fee levels vary, depending on type)	\$5.7	\$6.0	\$6.2	\$18	\$6
<b>1 cent increase in Motor Vehicle Fuel Tax</b> (currently 23¢ per gallon; 1¢ fuel tax supports a \$400 million bond authorization)	\$57.9	\$65.9	\$68.4	\$192	\$64
<b>Sales Tax Exemption on Construction</b> (not currently allowed, based on construction expenditures in WSDOT's proposed CLB)	\$57.0	\$53.0	\$54.0	\$164	\$55
* Estimates based on 7/1/97 implementation -- except where noted ** 5 months actual collections in FY98 assuming 1/1/98 implementation date					

## Exhibit C



## Bond Financing

The use of bond financing to support transportation capital projects follows a rigorous legal process. In order to sell bonds, the Legislature must enact a statute authorizing the sale of the bonds for a specific purpose. This statute requires a 60% legislative majority vote. Before bond proceeds may actually be spent, the Legislature must appropriate expenditure authority. Then the Transportation Commission must request the State Finance Committee to sell the bonds. The proceeds of the bond sale are deposited into designated transportation funds and become available for financing capital projects. Exhibit C illustrates this process.

Bond financing and the alternative, “pay as you go”, both have advantages as displayed in Exhibit D. Choosing between them requires analysis and careful consideration of factors such as urgency, interest rates, available revenue, level of debt service payments, and the type of projects involved.

## Exhibit D

Advantages of Bonding	Advantages of “Pay As You Go”
<ul style="list-style-type: none"> <li>spreads cost to future beneficiaries</li> <li>spreads payments avoiding large draw on current revenue stream</li> <li>spreads cost over useful life of project</li> <li>assures complete and timely construction</li> <li>early construction avoids impact of inflation</li> <li>defers need for tax increases</li> </ul>	<ul style="list-style-type: none"> <li>doesn’t pass burden to the future</li> <li>eliminates the cost of interest on the project(s)</li> <li>debt service payments go to current projects</li> <li>forces tough budget decisions about project selections</li> <li>may result in substantial cost savings</li> <li>prevents accumulation of debt</li> </ul>



The Department and the Commission, in considering the advantages of utilizing transportation bonds to finance longer term capital improvements, have identified three areas for possible bond financing.

Mobility (Subprogram I1)

The Department has requested the funding necessary to have all Core HOV System work underway within 10 years. An investment in our future, HOV lanes are designed with an useful life of 40 years. They may, however, require rehabilitation every 20 years depending upon several factors, including location, traffic composition and volume (i.e. number of transit buses, etc.), and pavement type.

Capital Plant Construction (Subprogram D3)

The Department's Regional Support Service Complexes house the majority of our workforce. Many buildings exceed 50 years of age and are functionally and operationally obsolete. Existing revenues are sufficient to support the debt service required to retire the bonds. This bond authorization will allow the comprehensive, phased replacement plan to provide adequate facilities for the Department's workforce.

Marine Capital Construction (Subprogram W4)

The Department has requested funding for design and construction activity for expanded Passenger-Only Ferry Service in the Puget Sound as detailed in the Washington State Transportation Commission's *Passenger-Only Ferry Program Implementation Plan*. The request includes four new Passenger-Only Ferries and improvements to ferry terminals as described in the *Plan*. Existing revenues are sufficient to support the debt service required to retire the bonds.

## Summary Program Detail (Building Block Menu)

### How to Read Appendix A

					Agency Request Proposal				WTP *
<i>Mode/ Program</i>	<i>CLB</i>	<i>/ Bldg Blocks/</i>	<i>AR Total /</i>	<i>Total</i>	97-99	99-01	01-03	6 yr. total	6 yr. total
<b>Highways</b>									
<b>Maintenance</b>	<b>M2</b>								
<b>CLB</b>					\$218.5	\$237.0	\$257.2	\$712.7	\$712.7
<b>Increased Safety</b>					2.0	4.6	8.4	15.0	15.0
<b>Protect Investment</b>					5.8	11.2	16.1	33.1	33.1
<b>Enhanced Roadside Life Cycle Cost</b>					1.6	3.4	6.5	11.5	11.5
<b>Total Agency Request Additions</b>					9.4	19.1	31.1	59.6	59.6
<b>Total Maintenance</b>					\$227.9	\$256.1	\$288.3	\$772.3	\$772.3

1. Identifies the Transportation mode.
2. Identifies the program and/or subprogram(s).
3. Current Law Budget (CLB) amounts for the program and/or subprogram(s) included in this section.
4. Provides individual Agency Request decision packages (building blocks) descriptions and amounts.
5. Total of the CLB plus the decision packages for subprogram(s) included in this section.
6. This column shows the CLB, individual decision packages, total agency request additions, and subprogram(s) totals for the 1997-99 biennium.
7. This column shows the CLB, individual decision packages, total agency request additions, and subprogram(s) totals for the 1999-01 biennium.
8. This column shows the CLB, individual decision packages, total agency request additions, and subprogram(s) totals for the 2001-03 biennium.
9. *Washington's Transportation Plan* (WTP) six year total is provided for reference and comparison purposes.

Add appendixa.xls

Addendum to the Current Law Budget - Appendix B

**Current Law Budget Changes**

as of January 15, 1997

The Department's Current Law Budget (CLB) was submitted to the Governor and the Legislative Transportation Committee on September 6, 1996. The following CLB changes were approved by the Transportation Commission at their January, 1997, meeting. At that time, the Commission recognized that budget proposals are point-in-time specific and that they may need to be modified as the underlying assumptions change. Listed below are the changes to the CLB made in January, 1997. The changes are also reflected in the reconciliation provided on the following page.

- Three reappropriations\* will reduce funding in the current biennium (1995-97) and add those dollars to the 1997-99 request. Additional highway construction funds (non-state) have also become available. No new state funds are required for these purposes.
    - A reappropriation of \$9.0 million for the Chehalis area maintenance facility, the Woodland section maintenance facility, and the Bellingham area maintenance facility is moved from 1995-97 to 1997-99 in Program D.
    - An additional \$52.7 million for Highway Construction (Programs I and P) projects is added to the 1997-99 CLB. \$13.5 million is a reappropriation and the balance is newly available federal and local funds. These new funds will not affect other agency MVF/MVET programming.
    - The Everett East Marine View Drive Improvement funding (Program Z), \$1.75 million is moved from the 1995-97 biennium to 1997-99 CLB.
  - The Department proposes to utilize the remaining fund balance in the High Capacity Transportation (HTC) account to provide \$6.0 million for interjurisdictional coordination of the Commute Trip Reduction (CTR) program and \$4.6 million for melding of WSDOT and RTA projects (intercity rail with commuter rail/HOV lanes with HOV access) in program Y. This change increases the CLB by \$10.6 million and eliminates the need for a decision package in the Agency Request Proposal.
- \* Reappropriations are funds that have been committed by the legislature for capital projects in one biennium but cannot be spent so are moved to the following biennium. Usually, these funds are contractually committed and if not reappropriated will require using funds from new appropriations to meet legal requirements.

The schedule below provides a reconciliation between the numbers published in the 1997-1999 Current Law Budget Legislative Book and the amounts provided in this document.

**1997-99 Current Law Budget  
Program Summary  
All Funds - - Dollars in Millions**

<u>WSDOT Program</u>	<u>Previous 97-99 CLB</u>	<u>January Changes</u>	<u>Revised 97-99 CLB</u>
D Highway Management and Facilities	\$ 69.6	\$ 9.0	\$ 78.6
F Aviation	4.1	-	4.1
I Improvements (Highways)	500.3	49.5	549.8
K Transportation Economic Partnerships	19.0	-	19.0
M Highway Maintenance and Operations	239.5	-	239.5
P Preservation (Highways)	532.8	3.2	536.0
O Traffic Operations	25.5	-	25.5
R Sales and Services to Others	13.6	-	13.6
S Transportation Management and Support	63.2	-	63.2
T Transportation Planning, Data, and Research	35.4	-	35.4
U Charges from Other Agencies	28.4	-	28.4
W WSF Construction	203.6	-	203.6
X WSF Operations and Maintenance	274.0	-	274.0
Y Public Transportation and Rail	79.5	10.6	90.1
Z TransAid	283.4	1.8	285.2
<b>Total All Programs</b>	<b>\$ 2,372.0</b>	<b>\$ 74.1</b>	<b>\$ 2,446.0</b>
E Transportation Equipment Fund*	\$ 152.1	\$ -	\$ 152.1

Notes: Approximately \$15 million has been reserved in appropriate fund balances for potential salary increase. This reserve amount is not included in the program totals shown above.

\* The dollars in Program E are non-additive. they are already included in the other programs.  
available during a specified time period.

**Glossary of Terms - Appendix C**

**Appropriation**

A legislative authorization to make expenditures and incur obligations for specific purposes from designated resources available or estimated to be

**Authorized Budget**

Authorized Budget is equal to the 1995-97 appropriation levels plus any unanticipated receipts and non-appropriated funds, as of September 6,

1996, adjusted for program structure changes.

**Base Level**

The base level budget amount consists of Carry Forward Level, formerly referred to as Current Authorized Level (CAL), plus estimated inflation.

**Biennium**

A 24-month period extending from July 1 of odd numbered years to June 30 of odd numbered years to which the legislative appropriation applies. For example, the 1997-99 biennium extends from July 1, 1997 to June 30, 1999.

**Bond**

In return for monies provided beforehand, a written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

**Budget**

A plan of financial operations embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

**Current Law Budget (CLB)**

The maximum budget proposal allowable under existing revenue statutes.

**Decision Package**

A document used to express a specific action or policy proposed for implementation in the ensuing biennium which changes the carry forward level.

**Fiscal Year**

A 12-month period extending from July 1 in one calendar year to June 30 of the next calendar year. For example, fiscal year 1998 is the 12-month period from July 1, 1997 to June 30, 1998.

**FTEs**

Full Time Equivalent staff. In the Department, one FTE equates to approximately 1,771 hours of work for fiscal year 1997 and is determined by available hours less holidays and a three year historical average of vacation and sick leave taken. The factors for conversion are calculated on a monthly basis for regular full-time employees, temporary employees, and for overtime.

**Fund**

A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

**Gas Tax**

Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel. This tax is levied against each gallon of motor fuel sold.

**Motor Vehicle Excise Tax (MVET)**

Tax imposed annually on vehicle owners for the privilege of owning and operating motor vehicles in Washington; the rate on most vehicles is 2.2% of vehicle value. Vehicle value is

determined by statutory valuation schedules and the original manufacturer's suggested retail price (MSRP) for the vehicle.

**Motor Vehicle Fund**

A fund containing receipts from motor fuel taxes; motor vehicle registration licenses, permits, and fees; and other transportation user fees. May only be used for highway purposes as provided in the 18th Amendment of the State Constitution.

**Performance Measures**

A quantitative indicator that program or services are directly contributing to the achievement of an agency's strategic plan. This includes indicators of a program's or activity's inputs, output, outcomes, productivity, timeliness, and/or quality.

**Program**

A major function or activity of the agency.

**Six Year Plan**

The Department's plan for providing a multi-year framework for all state investment and advocacy actions which will be proposed in future biennial agency budget requests.

**Subprogram**

Identifies major functions or activities within a program.

**Transportation Fund**

Fund that includes transportation accounts not restricted by the 18th Amendment of the State Constitution.

**Washington's Transportation Plan**

*Washington's Transportation Plan* (WTP) is the Department's 20-year vision for the state-owned and state-interest modes of transportation.

